Mordecai T. Endicott
April 1898 to January 1907
Mordecai Endicott worked at various Naval yards on the East Coast of the United States between 1871 and 1898, before his appointment as the Chief of the Civil Engineer Corps and the Bureau of Yards and Docks in April of 1898. The first Navy civil engineer to hold the rank of rear admiral and the first civil engineer to head the Bureau of Yards and Docks, Endicott directed the construction of the first concrete and steel drydock, supplanting the old timber and stone construction method. Under his leadership, the Dewey floating dry dock was tested and built, the largest of its type to that point. It was eventually towed across the seven seas to the Philippine Islands, where it serviced the US Navy. As "Chief", Endicott authorized Navy Yards to install the first electric lights and appliances in the US Navy Shore Establishment. Endicott also designed the first central power plant system used in the Navy's shore facilities. He died in 1926.

Harry H. Rousseau
January 1907 to March 1907
Rousseau, at the age of 36, was the youngest man to ever attain the rank of Rear Admiral in the United States Navy, as well as the youngest appointed to head the Bureau of Yards and Docks and the Chief of the Civil Engineer Corps. The only Navy Civil Engineer honored by the US Postal Service with his likeness on a stamp, Rousseau also served the shortest term as "Chief": a period of only three months in 1907.
In January 1907, President Theodore Roosevelt named Rousseau head of Bureau of Yards and Docks, giving him the temporary rank of rear admiral. Roosevelt wished to ensure Rousseau's appointment to the Isthmian Canal Commission, with rank on par with other members of the commission. Rousseau accepted a post with the commission, resigned as the "Chief," then worked as Lt. Col. George W. Goethal's right hand man in Panama until 1916. Congress recognized Rousseau efforts, and by special act, promoted him permanently to the rank of rear admiral in 1915.
During World War I, Rousseau served on numerous commissions for the Navy and as the head of the government Munitions Board. His studies of naval yards and their locations on both coasts proved to be significant to the war efforts and he was awarded the Navy Cross for meritorious service. Rousseau continued to work to improve naval shore facilities and the Panama Canal until his death in July of 1930.

Richard C. Hollyday
March 1907 to January 1912
Richard C. Hollyday was a lawyer, engineer and radio pioneer. As chief of the Civil Engineer Corps and the Bureau of Yards and Docks, he directed the construction of the country's first radio transmitting station: the Wireless Station in Arlington, Virginia. American Telephone used the station in 1915 and Telegraph Co. with Western Electric to send a speech to Paris, France via the Eiffel Tower, a first in transcontinental communications.
Hollyday's administration improved ordnance magazines and shell storage depots for most shore establishments plus improvements on existing structures (both in the US and overseas), funding for new drydocks at New York and Pearl Harbor Navy Yards, the design and construction of seven 150-ton floating cranes at other Navy Yards throughout the US. After his tenure as "Chief," Hollyday assumed the duties of Engineering Officer in Charge of Wireless Construction for the US Navy. He developed friendships with radio pioneers David Sarnoff and Lee De Forest, and helped develop early radio navigation. Hollyday retired from active duty in November 1923 and passed away in November 1936.

Homer R. Stanford
January 1912 to January 1916
Stanford joined the Civil Engineer Corps in 1898 during the Spanish American War, and was assigned to the Bureau of Yards and Docks for indoctrination. He served in the Philippine Island as his first duty station, where he planned and set specifications for a coaling station for US Navy ships of war. Stanford achieved further success at Navy Yards in Mare Island, California; Pensacola, Florida; and Philadelphia, Pennsylvania where his efficient and economical handling of major construction brought the notice of the Secretary of the Navy. Stanford was appointed as Chief of the Bureau and the Civil Engineer Corps in January 1912, and, during his tenure as "Chief," the Bureau found solutions for complex engineering problems such as the large masonry drydock located in Pearl Harbor. Stanford's

paper describing the engineering accomplishments of Bureau won the James Laurie Prize of the American Society of Engineers. After completing his term as “Chief”, Stanford spent the next 23 years serving the US Navy in locations around the world. He retired in 1929 as a Rear Admiral and passed away at the age of 81 in April 1947.

Frederic R. Harris
January 1916 to November 1917
Harris foresaw the need for rapid expansion of US Naval facilities as Europe’s war expanded and gained the funding to buildup facilities as war loomed. During his tenure as Chief of the Civil Engineer Corps and the Bureau of Yards and Docks, Harris was known as a quiet and able administrator who laid the groundwork for successful construction projects through carefully prepared plans. Harris applied both himself and the Bureau to the monumental task of improving and expanding the US Navy’s Shore Establishment around the world. During his time as “Chief,” Harris began expansions in San Francisco, Pearl Harbor, the Panama Canal Zone, Mare Island, Norfolk, Boston, Puget Sound and the Philippine Islands. He approved the establishment of several new Naval airfields or runaways as well.
During his brief time as the head of the Bureau, Harris was called upon to defend its role in the Department of the Navy. This he did successfully before the Navy Board and the Congress. Because of his able managerial skills, he left the Bureau intact and well established, then was appointed as General Manager of the Emergency Fleet Corporation, charged with the expansion of the wartime merchant fleet. Following World War I, he served as Public Works Officer in Charge one tour each in the Third, Fourth and Firth Naval Districts until his retirement in 1927. After leaving the Navy, Rear Admiral Harris began a successful engineering consulting firm in New York; *FR Harris Inc*. During World War II, his company served the nation by providing consulting services to assist in the tremendous expansion of Naval facilities. Harris died in July 1949 at his home in New York and was buried in Arlington National Cemetery.

Charles W. Parks
January 1918 to December 1921
Completion of the Navy’s massive buildup of shore establishments during World War I came under the direction of Parks when he became Chief of the Civil Engineer Corps and the Bureau of Yards and Docks in January 1918. He directed the construction of all US Navy and Marine Corps installations, including the completion of the world’s largest dirigible hangar at Lakehurst, New Jersey. The single largest naval construction program to be run by one man to that date, the Navy spent more in this brief period on its shore facilities than it had in its previous 125-year history. Parks’ administration construction achievements included expansion of power plants, drydocks, berthing docks, shops, housing and runways. Parks served as “Chief” throughout the war until its conclusion, until ill health forced his departure from the Bureau in December 1921. He retired from Naval service in February 1922. Parks died in June 1930. During World War II, the Seabees named their replacement and recuperation center in Pleasanton, California *Camp Parks* in his honor.

Luther E. Gregory
December 1921 to December 1929
Gregory, as Chief of the Civil Engineer Corps and the Bureau of Yards and Docks in 1921, faced the challenges of maintaining the high professional standards of the Navy’s Civil Engineer Corps while plagued with severe budgetary reductions. To his credit, the Corps and the Bureau both survived as well-respected organizations. Because the Bureau was understaffed as much as 15 percent during his tenure, Gregory sought to streamline operations and develop more economical methods of construction. Serving two terms as “Chief,” Gregory directed the preparation the modern Bureau Manual and the complete compilation of design standards for Naval Shore Facilities: two features that became the keystones of his administration. Gregory served on committees such as the one established to determine the feasibility of building a bridge from San Francisco across the bay to Oakland—a bridge eventually built and named The Bay Bridge. He retired in 1929, and made his home in Seattle, Washington were he remained active in local politics and served as special consultant for the Lake Washington Bridge in Seattle and the Tacoma Narrows Bridge. Gregory died in September 1960 at the age of 88.

Archibald L. Parsons
December 1929 to December 1933
Parsons served as Chief of the Civil Engineer Corps and the Bureau of Yards and Docks during the Navy Shore Establishment's lowest ebb. With the nation gripped by one of the greatest depressions in history, Navy appropriations were minimal. Parsons' mission was to preserve the reliability and high standards of both the Corps and the Bureau during this period of social upheaval. While very little new construction took place, Parsons continued the work of his predecessor, Gregory, by standardizing designs and plans for the US Navy's shore facilities and economizing without compromising quality. After his tenure as "Chief" came to an end, Parson went to Brooklyn to serve as Public Works Officer. He retired from the Navy with 35 years of service in 1938, and formed Drydock Engineers, Inc. of New York with another "Chief," Fredrick Harris. The firm provided consultation services to the Navy during World War II. Parson died in New York City in September of 1953.

Norman M. Smith
December 1933 to November 1937
Smith, a graduate of US Naval Academy in Annapolis, assumed command of the Bureau during a time of expansion as part of the Federal Government efforts to alleviate unemployment created by the Great Depression. During the First World War, Norman Smith organized the predecessor of the US Navy's construction battalions—the Public Works Companies—in Great Lakes, Illinois. Despite the fact that these companies were disbanded at the end of the war, Smith never forgot what necessitated these informal units. When he became Chief of the Civil Engineer Corps and the Bureau of Yards and Docks, he introduced the concept of construction battalions to the War Planning Board, where it gained approval as a wartime measure. Though he did not gain approval for active duty construction battalions, wartime plans for such units were put in place during his administration.
Under Smith's watch numerous construction projects were completed, including a floating drydock of unprecedented size and design, a graving dock, and new battleship moorings in Pearl Harbor. Construction on a ship model testing plant in Maryland was begun, but not completed when Smith retired from the Bureau and the Navy in 1937. He was recalled to active duty in December 1942 to become commandant of *Camp Parks* in Pleasanton, California. Smith transferred to Houston, Texas in 1943 to take control of the Navy program expediting production of 100-octane gasoline as part of the war effort. He left the Navy for a second time in December 1944 to become president of the University of South Carolina.

Ben Moreell
December 1937 to December 1945
Ben Moreell, known as the "Father of the Seabees" and the original "King Bee," became the Chief of the Bureau of Yards and Docks and the Civil Engineer Corps in December 1937. As "Chief," Moreell had the naval shore facilities in the both the Atlantic and Pacific surveyed immediately. He found the conditions, particularly in the Pacific, far below fleet requirements and vigorously urged strengthening naval facilities, particularly in Hawaii, Midway and Wake. He transferred a floating drydock from New Orleans, and built two giant graving docks in Pearl Harbor. Between 1937 and 1939, Moreell initiated a $10 billion five-year integrated construction program that eventually included 900 naval bases and stations with 300 advanced bases at the end of World War II.
As "Chief," Moreell established the organization of the Navy Construction Battalions on December 28, 1941 when the US entered World War II. This force grew from an original 3,300 men to more than 10,000 Civil Engineer Corps officers and 240,000 men, most of whom were actively engaged overseas in the war effort. Moreell was promoted to Vice Admiral during the war, the youngest at the time to serve with that rank. He was also recognized for the unlimited energy he put into expanding the Naval Shore Establishment to meet the needs of the fleet, despite the logistical difficulties.
Moreell, the only officer of the Navy Civil Engineer Corps to attain the rank of four-star admiral, retired in 1946, after receiving numerous recognitions and awards, including two Navy Distinguished Service Medals. He never ceased supporting the Seabees. After a successful civilian career, Moreell passed away in September of 1978 at the age of 85.

John J. Manning
December 1945 to December 1949
Manning, as Chief of the Civil Engineer Corps and the Bureau of Yards and Docks, expected his men—both officers and enlisted—to meet the critical requirements demand by the thousands of projects needed during his tenure at the end of World War II. At the dawn of the Atomic Age, the beginning of the Cold War and at the threshold of the Space Age, Manning sought funding for and controlled construction projects undreamed of in previous decades.
Like Parks in the wake of World War I, however, Manning maintained the integrity of the Bureau and the Corp while Congress slashed appropriations. Manning followed in the footsteps of other chiefs—going before Congress to defend the Bureau and its functions, fighting to retain Seabees as active duty units in the draw down following World War II, economizing and finding innovative methods in order to continue the construction requirements of the United States as a global power. During his tenure, Seabees built bigger, more modern and ever stronger bases on the sites of old facilities left in a shambles throughout the Pacific. The captured German 350-ton floating crane was installed at Terminal Island, the Point Mugu Missile Test Range took shape, and the Navy's Engineering Lab in Maryland broke ground. As "Chief," Manning established a volunteer reserves force of officers and enlisted personnel that could augment the Bureau and the construction battalions in the event of a national crisis.
Manning, retiring as a Vice Admiral in November 1949, held the highest rank as Bureau Chief after Ben Moreell , who retired from Bureau "Chief" as a four-star Admiral.

Joseph F. Jelley
December 1949 to November 1953
Jelley took control as the Chief of the Civil Engineer Corps and the Bureau of Yards and Docks at a low point. Having served on the senior staff of both Moreell and Manning, Jelley learned the value of Seabees and fought hard to expand their numbers. Despite the massive number of projects completed during Manning's era as the "Chief," the continued lack of adequate funding presented Jelley with serious challenges. First, construction battalion forces were cut from the wartime high of 325,000 to less than 3,300 men in 1950. The Civil Engineer Corps endured similar manpower cuts. At the same time, the Bureau managed multi-million dollar projects, but lacked the funds to keep facilities in first class condition. Jelley worried over the deterioration of naval shore establishments and battalion strengths.
The Korean War dramatically influenced Jelley's tenure as "Chief." The conflict used more in men and materiel for the US Navy than World War I, and both the Bureau and construction battalions grew accordingly. Jelley's civil engineers and Seabees met the war emergency by building bases and logistic support stations throughout the Pacific for United Nations forces. Even as the US role increased in Korea, Jelley gained approval for the largest single construction task undertaken by Seabees—the leveling of mountains to fill Subic Bay, Philippines to build the huge air base at Cubi Point. This facility, and its fleet components, served as the anchor for the US Southeast Asia defense system until its closure in 1992. Jelley strongly supported engineering research, and initiated studies to improve Seabee construction. Jelley left the Bureau in 1953 to become the Director of Construction in the Office of the Assistant Secretary of Defense for two years, took a tour in Hawaii and then retired from the US Navy in 1957. Jelley eventually settled in Colorado Springs, Colorado, where he died in May 1995 at the age of 91.

John R. Perry
November 1953 to September 1955
John R.Perry started his Navy career as a seaman apprentice in World War I, earned his pilot's wings and an officer's commission, then resigned his commission to enter the US Naval Academy. In 1927, he entered the Civil Engineer Corps as an ensign. By 1941, Perry had a reputation for efficiency, which he maintained wherever he was deployed throughout World War II. A former CO of Navy Construction Battalion Center, Perry became Chief of the Civil Engineer Corps and the Bureau of Yards and Docks in November 1953.
Perry supervised the reorganization of the Bureau and its field offices along similar practices in order to increase efficiency and cut duplication of services. He also authorized the establishment of the Atomic Research Branch in the Bureau's Research Division and completed the organization of the Reserve Programs Branch as a separate division. Perry suffered a fatal heart attack while still "Chief," becoming

the first to die while still in office. The US Navy honored him in July 1958 when it launched the destroyer escort, the *USS John R. Perry*.

Robert H. Meade
November 1955 to November 1957
Meade was one of the few civil engineers who held every rank between ensign and rear admiral—including that of commodore during World War II— in the 1950s. During Meade's tenure as Chief of the Civil Engineer Corps and the Bureau of Yards and Docks, Seabees worked on three of the largest, most divergent projects ever undertaken by the Bureau to that point. Seabees and civil engineers under Meade's authority built the great airbases in Spain as part of the Cold War forward defense for the region. Today, the base in Rota, Spain remains as a testimony to his leadership. Beyond the construction of the airbases in Spain, Operation Deep Freeze took shape, sending officers and Seabees to Antarctica as an expeditionary force to plan and prepare facilities for International Geophysical Year scientists. Finally, the first construction phase of the extensive facilities at Cubi Point, Philippines reached completion.
Meade retired November 1957, and moved to New York where he worked for several private engineering firms, including Parsons, Brinckerhoff, Quade and Douglas. He died in December 1977 at the age of 72.

Eugene J. Peltier
December 1957 to February 1962
Peltier was called to active duty by the Naval Reserve in 1940, then spent the next 22 years serving the United States Navy as a civil engineer. In 1956, Peltier's final appointment made him Chief of the Civil Engineer Corps and the Bureau of Yards and Docks. He established himself as an able administrator and an organizational genius as the Bureau sought to keep pace with the challenges of both the Cold War and the Space Age. Under Peltier's management, the Bureau rivaled the largest public corporation of its time—General Motors— in the size of facilities and the amounts spent on construction. Responsible for building, maintaining and managing $20 billion in US Naval properties worldwide, plus $400 million per year in expenditures, Peltier administered the construction of Lemoore Naval Air Station, massive floating drydocks in Puget Sound for the *Forrestal* class aircraft carriers, the Polaris missile submarine installations, Sugar Grove's huge radio telescope and innumerable small projects. Many consider Peltier's greatest contribution to be the completion of the Bureau's reorganization along business lines when chain of command retrenched, functions regrouped and operational manuals were rewritten, which saved the Navy $5.8 million in the first year alone. After the BuDocks success, the Secretary of the Navy ordered all Navy Bureaus to follow their example.
Peltier retired in February 1962 at the age of 51 to become an Executive Vice President of Sverdrup, Parcel and Associates, Inc, an engineer-architecture firm based in St. Louis, Missouri. He retired from private business in 1975. He died in February 2004 in Shawnee, KS and was buried in Arlington National Ceremony. His family continued his legacy by establishing a scholarship fund in his name with the Seabee Memorial Scholarship Association.

Peter Corradi
February 1962 to October 1965
Like many others, Corradi joined the Navy during World War II, and then made the Navy a career. Corradi reached the pinnacle of his naval career when he became Chief of the Civil Engineer Corps and the Bureau of Yards and Docks in 1962. Under his direction, the Bureau planned and completed projects diverse in both scope and type: from the building of facilities throughout Southeast Asia to missile tracking stations around the world to water desalination plants throughout the Caribbean. When the Cuban Missile Crisis further soured US-Cuban diplomatic relations, Corradi sent Seabees to Guantanamo Bay in obedience to President Lyndon B. Johnson's orders to make the base self-sufficient. Seabees cut the waterlines and, in short order, built three water desalination plants to provide fresh water and 11,500 kilowatts of power to support the base facilities.
Under Corradi, the concept of Seabee Technical Assistance Teams reached its full potential as teams deployed throughout Southeast Asia and the Pacific. Thailand's infrastructure benefited dramatically from this program, as did the infrastructure of many other nations in the region. Submarine facilities were completed both overseas and within the United States. A huge communication facility in Australia was finished, and Seabees built bases, bridges, roads and hospitals in support of South Vietnamese

forces before US involvement in the war reached its zenith. He retired in March 1965 after a Change-of-Command ceremony held in Washingtion, DC. After leaving the Navy, Corradi worked for several private firms before his final retirement to Florida Corradi passed away in December 1988.

Alexander C. Husband
November 1965 to August 1969
Husband became Chief of the Civil Engineer Corps and the Bureau of Yards and Docks in 1965 and inherited a vast naval shore establishment and an expanding wartime naval construction program in Southeast Asia. On May 1, 1966 the "Chief" became the first Commander, Naval Facilities Engineering Command (NAVFAC) when the Department of the Navy reorganized its Bureaus. Still called the "Chief," his responsibilities were enormous including the plan, design, repair and maintenance of more than 1000 installations consisting of more than 100,000 buildings, 10,000 miles of roadway, 2,500 miles of railway and 120 million square yards of airfield pavement.
Husband commanded approximately 1,700 Civil Engineer Corps officers, 20,000 Seabees and more than 20,000 civilians during his tenure. This huge group of people advanced engineer techniques for building in wartime situations, making battalions ever more mobile. Revolutionary technical facilities were developed to support naval programs such as those involving space and deep sea diving, While Husband commanded NAVFAC, the largest military construction program since World War II began in Southeast Asia where more than 20 construction battalions deployed in support of the program.
Husband retired in 1969 to become vice president for construction for Consolidated Edison Company of New York, before moving on to a private architectural and engineering firm specializing in water front construction. Husband died suddenly of a heart attack while in surgery in January 1978, and was buried in Arlington National Cemetery.

Walter M. Enger
August 1969 to May 1973
Enger worked his way up through the ranks beginning as a Lieutenant (junior grade) during World War II to the Commander of Naval Facilities Engineering Command (NAVFAC) and Chief of the Civil Engineer Corps in 1969, and engineered the withdrawal of Seabees from Vietnam as US participation in that war ran its course. He directed the optimum utilization of Seabees as part of the Navy's total force concept and encouraged the revitalization of the Seabee Reserves. He personally formulated and implemented the Seabees Ashore and Self-help Program to improve naval shore establishment habitability.
Enger ended his naval career in 1973 with a solid record as an innovative and successful manager, then went on to become vice president of De Leuw, Cather & Co., an engineering firm. He died of leukemia at the age of 89 in July 2003 and was buried in Arlington National Cemetery.

Albert R. Marschall
May 1973 to May 1977
Marschall entered the US Naval Academy in 1941 and graduated with distinction in 1944. He transferred to the Civil Engineer Corps in 1946, and worked his way up through the ranks that included two tours in Vietnam. In 1973, Marschall became Commander of Naval Facilities Engineering Command (NAVFAC) and Chief of the Civil Engineer Corps. Under his direction, NAVFAC constructed the top security facilities in Bangor, Washington that became the West Coast home of the *Trident* submarines. Obligating over $400 million to the facility, NAVFAC built a complex capable of providing retrofit support, training, missile-processing and logistic support for the *Trident* submarine program. Other less extensive *Trident* facilities were constructed at the same time in various locations already servicing the submarine fleet. US Navy medical facilities also received Marschall's attention as he focused NAVFAC on modernizing US Navy hospitals worldwide. The facilities at Bethesda, Maryland—the National Naval Medical Center and the Uniformed Services University of Health Sciences—received much public attention as they were renovated into state-of-the-art medical centers. The Naval Hospital in Yokosuka, Japan received funding for a modern facility to replace the Post-WWII era building as well.
Marschall retired after 36 years of military service in May 1977. Soon after retirement, he joined the George Hyman Construction Company as vice president, but returned to public service in 1979 when he was appointed Commission of the Public Buildings Service of the General Services Administration.

Donald G. Iselin
May 1977 to January 1981
Iselin graduated the US Naval Academy in 1945 at the head of his class, and entered the Civil Engineer Corps in 1946. His career spanned diverse and varied assignment, including deployments with the 104th NCB, to Vietnam, and Assistant for Civil Engineering to the Deputy of the Chief of Naval Operations (logistics) before becoming Commander Naval Facilities Engineering Command (NAVFAC) and the Chief of the Civil Engineer Corps in 1977. During Iselin's tenure, NAVFAC completed studies on airfield pavement technology, saltwater hydraulics, Container Off-loading and Transfer System (COTS) and Offshore Bulk-fuel Transfer System (OBFS). Master plans for 24 shore installations were completed and approved—enumerating conditions, concepts and improvements to be done over a nine-year period. Military construction saw similar planning with the Five-year Defense Plan that doubled appropriations to $1.4 billion. Work began on the new Atlantic Naval Submarine Support Base, a 12,000-acre facility in Kings Bay, Georgia that generated $1.6 billion in military construction contracts. The Trust Territories of the Pacific Islands, including Guam, benefited from capital improvements with Iselin as "Chief," with nearly $80 million in new roads, docks, airfields and utility systems in place by the end of 1980. Pre-positioning materials to support a rapid deployment force won approval, and NAVFAC served as the DoD construction agent in all but one location, with $100 million in contracts in 1980 alone.
Iselin retired in January of 1981, moving to Santa Barbara County, California. He chaired the Commission on Engineering and Technical Systems, which published the report *Fourth Dimension in Building: Strategies for Avoiding Obsolescence* in 1993.

William M. Zobel
January 1981 to August 1984
Zobel graduated from the US Naval Academy in 1952 and joined the Civil Engineer Corps in 1955. He became Commander of Naval Facilities Engineering Command (NAVFAC) and Chief of the Civil Engineer Corps after a distinguished and varied career that included tours as an Officer-in-Charge of Construction, a Public Works Officer, deployments with MCB5 and commanding officer of Naval Construction Battalion Center in Gulfport, Mississippi. Under Zobel, NAVFAC continued research and development programs such as Container Off-loading and Transfer System (COTS), but started new studies in expeditionary maintenance and Sealift Support Facilities Acquisition Management, which was tasked with the development, testing, evaluation, acceptance, procurement, integrated logistics support and fleet introduction of the various components of the *Sealift Support Facilities Program*. As "Chief," Zobel managed over $3 billion in military construction projects during his tenure, which included a $2.6 million project for construction on bases in Iceland. In 1982, Zobel authorized the writing or upgrading of 15 design manuals and prepared 687 standardization documents as part of the effort to reduce multiple standards across the three US military branches. As the DoD designated focal point, NAVFAC also worked with US allies on international standardization agreements and participated in the ratification of 11 NATO and five Air Standard agreements. The number of Seabees increased slightly, while battalions reduced their numbers and deployment cycles changed.
Zobel retired from the US Navy in a change-of-command ceremony August 1984 in Washington, DC., and thereafter became a vice president with Sverdrup Corporation.

John Paul Jones, Jr.
August 1984 to August 1987
Jones graduated from the US Naval Academy in 1954 and transferred to the Civil Engineer Corps in 1957. As Commander of Naval Facilities Engineering Command (NAVFAC) and Chief of the Civil Engineer Corps during the US military build-up initiated by the Reagan administration, Jones was tasked with providing support facilities for the expanding fleet units. *Strategic Homeporting* became the key program during Jones' tenure, creating some new facilities but generally modifying and/or existing facilities to meet new demands. One example was the modifying of Yokosuka Naval Base to accommodate the families of the *USS Midway* when it was homeported to Japan. In other areas, Jones acquired the necessary real estate, and planned facilities construction to support *Strategic Homeporting* efforts. During his last years as "Chief," Jones also had to contend with shrinking budgets while fighting to maintain the integrity of the Civil Engineer Corps, NAVFAC and Seabees. Just as his predecessors before him, Jones fought his battles on shore—battles that took place in the jungles of Vietnam and the

halls of Washington DC—and delivered the excellent management and leadership necessary to guide NAVFAC through a dramatic era.
Jones retired in 1987.

Benjamin F. Montoya
August 1987 to October 1989
Montoya graduated from the US Naval Academy in 1958 and served a in variety of assignments during his career, including two deployments in Vietnam with Naval Mobile Construction Battalion Three. During Montoya's tenure as Commander of Naval Facilities Engineering Command (NAVFAC) and Chief of the Civil Engineer Corps several major projects were underway. Amongst them was a new Naval Regional Medical Center in San Diego, the David Grant USAF Medical Center at Travis Air Force Base, and the Air Force One Maintenance Hangar at Andrews Air Force Base in Maryland. Other projects completed or begun while Montoya was "Chief" included the Tactical Aircrew Combat Training System in Charleston, SC; the Naval Academy Brigade Activities Center, the Puget Sound Steam Plant and the Relocatable Over the Horizon Radar facility in Amchitka, Alaska. In addition, Montoya mandated the continued improvement of family housing and quality of life facilities, carried out construction funded under the Strategic Homeporting Program, and managed construction of NATO infrastructure projects.
Montoya retired from active duty in December 1989, just two months after achieving his goal of establishing a second West Coast Engineering Field Division in San Diego. Montoya by no means stopped working after his retirement from the Navy. He became a vice president of Pacific Gas and Electric in 1990 and moved on to become president and CEO of the Public Service Company of New Mexico in 1993. Montoya continues to uphold the traditions and history of the Civil Engineer Corps and Seabees as the Chairman of the Board of Trustees of the CEC/Seabee Historical Foundation.

David E. Bottorff
October 1989 to September 1992
Bottoroff graduated with distinction from the US Naval Academy in 1959 and joined the Civil Engineer Corps. As the Cold War ended, Bottorff became Commander of Naval Facilities Engineering Command (NAVFAC) and Chief of the Civil Engineer Corps in October 1989. He guided his command and Corps through Desert Shield/Desert Storm beginning in August of 1990. The Naval Construction Force provided incomparable support, supplying 1,600 hospital beds in fleet hospitals, 4,860 tents and Southwest Asia huts for more than 38,000 troops. They built 13 galleys to feed more than 90,000 troops and an enemy prisoner of war compound for 40,000 captured Iraqi soldiers. Construction battalions moved 2 million cubic yards of fill to site prep airfields and provided 10 million square yards of storage space for $2 billion of ammunition, 200 miles of maintained roads for main supply routes, 2,000 steel barriers and the list goes on. Bottorff, as "Chief," had final responsibility for the performance of these units. As if the Gulf War did not provide enough of a battle, Nature joined in when the Filipino volcano, Mt. Pinatubo, exploded—devastating two major US bases and all the surrounding communities for miles. Bottorff retired in October 1992.

Jack E. Buffington
1992 to 1995
RADM Jack E. Buffington served thirty-four years in the Navy Civil Engineers and rose to the position of Commander, Naval Facilities Engineering Command and Chief of the Civil Engineers. He graduated from the University of Arkansas with a BA in Civil Engineering, received his MA in Civil Engineering from Georgia Tech, and was commissioned in 1962.
Buffington led NAVFAC's 22,000 civilians, 2,200 active and reserve officers, and 22.000 active and reserve Seabees during major times of change. During his tenure NAVFAC faced a 40 percent budget cut while the Navy restructured, and downsized. NAVFAC also confronted attacks against its business practices, a change in naval administration, base closures, environmental cleanup, expanded roles for its public works centers, and against the Seabees.
Buffington's decorations include the Legion of Merit Medal with three gold stars, Meritorious Service Medal, Navy Commendation Medal with two gold stars, Navy Achievement Medal, Vietnamese Medal of Merit second Class, and various other personal campaign and service medals.

David J. Nash

1995 to 1998
Rear Admiral David J. Nash assumed command of the Naval Facilities Engineering Command Commander and Chief of the Civil Engineers from September 1995 to September 1998. Before becoming Chief, RADM Nash had been the commander of the Pacific Division, NAVFAC and Third Naval Construction Brigade in Pearl Harbor, Hawaii.
RADM Nash was commission into the US Navy Civil Engineer Corps in 1966 after graduating from Indiana Institute of Technology. In the mid-1970s he attended the Naval Postgraduate School in Monterey, California, graduating with a Master of Science degree in financial management.
RADM Nash has a Distinguished Service Medal, two Legion of Merit Medals, a Defense Meritorious Service Medal, three Meritorious Service Medals, three Navy Commendation Medals including one with "V" for valor, and several other individual and unit awards.

Louis M. Smith
1998 to 2000
RADM Louis Smith assumed command of the Naval Facilities Engineering Command and became Chief of the Civil Engineers on 25 September 1998. Before coming to NAVFAC, RADM Smith had been Director, Facilities and Engineering Division for the Deputy Chief of Naval Operations (Logistics). He was promoted to rear admiral (upper half) on 1 January 1998.
Smith received his bachelor's degree in civil engineering in January 1967. Upon graduating from Marquette, he was commissioned an ensign in the US Navy Civil Engineer Corps through the Navy's ROTC program. He attended Purdue University, earning a Master of Civil Engineering degree.
Smith is a registered professional engineer in the state of Hawaii. His decorations include the Legion of Merit, Bronze Star Medal, Meritorious Service Medal, Combat Action Ribbon, and several unit and campaign awards. He also holds numerous Vietnamese awards earned during the Vietnam conflict.

Michael R. Johnson
2000 – 2003
Rear Admiral Michael R. Johnson assumed duty as commander of the Naval Facilities Engineering Command and Chief of Civil engineers on 20 October 2000. He previously was triple-hatted as commander, Atlantic Division, NAVFAC; commander, Second Naval Construction Brigade; and director, Shore Activities Readiness, Commander-in-chief, US Atlantic Fleet. Under his command from October 2000 to October 2003, Johnson achieved a number of innovative and cost-cutting projects in support of the Navy and Marine Corps combat mission. He directed the establishment of a new FIRST Naval Construction Division and Naval Construction Forces Command structure by merging two Seabee brigades of 18,000 that provides a single command interface for Seabee operations worldwide. RADM Johnson also established a Community Management Program blueprint to define, shape and train an engineering workforce that improved recruitment, retention and career development in the highly competitive technical sector. He also headed the Navy's Military Construction, supervising the design and construction of naval shore facilities throughout the world and achieved an execution rate of 98 percent for FY02, up 25 percent in project workload over the previous fiscal year.
On his watch, Johnson insured that Navy families were able to live in safe, adequate, high quality and affordable housing at no cost to the American taxpayers. This housing program, called Public-Private Venture Housing is the Navy's first choice for solving what has been a long-term housing renovation and replacement problem. As a result of his vision, eight Public-Private Venture Family Housing projects were executed in which 8,985 homes were privatized. Due to Johnson's leadership, the Department of the Navy realized $1.1 billion in initial construction for a government investment of only $143 million.

Michael K. Loose
2003 to 2006
Rear Admiral Michael K. Loose served as Naval Facilities Engineering Command Commander and Chief of the Civil Engineers from October 2003 to October 2006.
RADM Loose led NAVFAC's 15,000 personnel in providing a diverse array of engineering, planning, public works, construction management, environmental, real estate and contracting services for the Navy installations around the world. The effort represents more than $10 billion annually. He also was responsible for logistics and engineering support to the Naval Construction Force - 22 battalions and four regiments actively engaged in the war on terrorism. As Chief of Civil Engineers, Loose led more

than 2,000 Civil Engineer Corps officers and was responsible for all aspects of the community's training and development and employment in support of the Navy, U.S. Marine Corps and Department of Defense objectives. Under RADM Loose's leadership, NAVFAC was on an accelerated structural, functional and process-driven transformation to provide more effective and efficient products and services to Navy and Marine Corps Warfighters, the Fleet and their families.
RADM Loose was slated to be assigned by the CNO as the next Director, Material Readiness and Logistics (N4). Upon confirmation as Deputy Chief, RADM Loose became only the second active duty CEC Officer to reach the level of Vice Admiral. VADM Loose became the Deputy Chief of Naval Operations for Fleet Readiness and Logistics in January 2007. As Deputy Chief, VADM Loose was responsible for the strategic planning for all Navy Fleet readiness and logistics programs.

Wayne "Greg" Shear
2006 - 2010
Rear Admiral Wayne "Greg" Shear relieved Rear Admiral Michael K. Loose as Commander, Naval Facilities Engineering Command (NAVFAC) and Chief of Civil Engineers in October 2006.
As NAVFAC commander, RADM Shear headed the global engineering and acquisition command and lead some 500 active and Reserve Civil Engineer Corps officers, 17,000 civil servants and contractors.
Rear Adm. Shear graduated from the U. S. Naval Academy in 1979 with a degree in Naval Architecture and was commissioned an Ensign in the Civil Engineer Corps. In 1984, he received a Master of Science, Security and Strategic Studies from the Naval War College. In 1993, he graduated with distinction from the College of Naval Command and Staff in Newport, Rhode Island.
Rear Admiral Shear is a Seabee Warfare Officer, a registered professional engineer in the Commonwealth of Virginia, a member of the Navy Acquisition Professional Community, and a member of the Society of American Military Engineers. His personal decorations included two Legion of Merit medals, two Defense Meritorious Service Medals, three Meritorious Service Medals, two Navy Commendation Medals, the Navy Achievement Medal and various unit awards.

Christopher J. Mossey
2010-2013
Rear Admiral Mossey assumed command of Naval Facilities Engineering Command, Washington, D.C., and became Chief of Civil Engineers on May 21, 2010. Previously, he served as the as vice commander of Navy Installations Command and director, Shore Readiness Division (N46) on the Chief of Naval Operations staff. Mossey's other command tours included NAVFAC Atlantic in Norfolk, Va., from June 2007 to September 2009; NAVFAC Pacific in Pearl Harbor, Hawaii, from October 2006 to June 2007; NAVFAC Washington, D.C., from 2004 to 2005; Navy Public Works Center, Washington, D.C., from 2003 to 2004; and Naval Mobile Construction Battalion 7, homeported in Gulfport, Miss., from 1999 to 2001. In 1981, he was commissioned an ensign through the Naval Reserve Officer Training Corps program at Cornell University after earning a Bachelor of Science degree in Electrical Engineering. He received a Master of Science (Construction Management) from Stanford University in June 1991, and completed the Executive Training Program at Dartmouth's Tuck School of Business in August 2003. He is a registered professional engineer in the state of California, was a member of the Defense Acquisition Corps, and was designated as a Seabee Combat Warfare Officer before retiring. His personal decorations included the Legion of Merit (five awards), the Meritorious Service Medal (three awards), Navy Commendation Medal (four awards), the Navy Achievement Medal, and various unit awards.